EXHIBIT 21

Shipper
HUIQIAO INTERNATIONAL (SHANGHAI) CO LTD
ROOM 402, LANE 280 NO. 2
HONG JING RD
SHANGHAI
00000

OCEAN
BILL OF LADING

Sea Waybill Number STSH2012103

Kgs. 15300.00 KG

65.12 M3

Consignee (if 'To Order' so indicate)

CHINA

GMG WHOLESALE INC 3545 FOREST VIEW CIR FORT LAUDERDALE FL 33312 UNITED STATES **COPY**

Notify Party (No claim shall attach for failure to notify) ANNEMARIE CASTILLO DBA G & C BROKERS 9210 SW 11TH ST MIAMI FL 33174 UNITED STATES

Received by the Carrier, the Goods as specified below in apparent good order and condition unless otherwise stated, to be transported to such place as agreed, authorised or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and customs notwithstanding.

The particulars given below as stated by the shipper and the weight, measure, quantity, condition,

The particulars given below as stated by the shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier. In WITNESS whereof one (1) original Bill of Lading has been signed if not otherwise stated below, the same being accomplished the other(s), if any to be void, if required by the Carrier. One (1) original Bill of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order.

annie.castillo@gcbrokersinc.com

Vessel		Port of Loading	Excess Value Declaration: Refer to Clause 11(4) + (5) on reverse side 0	
ONE MANCHESTER 026W		QINGDAO, CHINA		
Port of Discharge	Destination (if on-carriage)	Freight Payable at:	No. of Originals	
NEW YORK, UNITED STATES	NEW YORK, UNITED STATES	NEW YORK, UNITED STATES	3 (THREE)	
Marks and Numbers	Number and Kind of Packages / Description of Goods		Gross Weight Kas.	Measurement M3

1 X 40HC CONTAINER STC 3000 Carton(s) NITRILE GLOVES

 Container
 Seals
 Type
 Packages
 Weight
 Volume

 TCNU5168672
 YMAH180325
 40HC
 3000 CTN
 15300.000 KG
 65.12 M3

CRN:

INCOTERM: FOB Consol Ref: C00001072

SHIPPED ON BOARD 12/20/2020

Shipper Load and Count

Delivery Agent

ANNEMARIE CASTILLO DBA G & C BROKERS

9210 SW 11TH ST MIAMI FL 33174 UNITED STATES

Phone: +17863702965

Place and Date of Issue

CHINA

AS CARRIER

Place of Receipt Place of Delivery

QINGDAO, CHINA NEW YORK, UNITED STATES

LAW AND JURISDICTION CLAUSE

The Contract evidenced by or contained in this Sea Waybill shall be governed by the law in China and any claim or dispute arising hereunder or in connection herewith shall (without prejudice to the Carrier's rights to commence proceedings in any other jurisdiction) be subject to the jurisdiction of the Courts of China.

Total No. of Packages (in words)

Freight Details, Charges, etc.

ONE CONTAINER(S)

Note:

The Merchant's attention is called to the fact that according to Clauses 10, 11 and 12 of this Sea Waybill, the liability of the Carrier is, in most cases, limited in the respect of loss of or damage to the goods and delay.

1992.
"COGSA 1936" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.
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1993.
"SDR'S" means Special Drawing Rights as defined by the International Monetary

Fund.
"Container" includes any type of Container, Trailer, Flat or Unit Load Device.
"Person" includes an individual, a firm and a body corporate.
CONDITIONS

CONDITIONS

1. APPLICABILITY

The provisions set out and referred to in this document shall apply if the transport as described on the face of the Bill of Lading is Port to Port or Combined Transport.

2. CARRIEN'S TARIFF
The provisions of the Carrier's applicable Tariff, if any, are incorporated herein. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the Tariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

3. WARRANTY The Merchant wa

3. WARRANTY The Merchant warrants that in agreeing to the terms hereof he is the agent of and has the authority of the person owning or entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

4. NECOTIABILITY AND TITLE TO THE GOODS

(1) This Rill of Leting shall be non-negotiable unless made "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.

(2) This Rill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Rill of Lading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

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(3) When issued on a Port to Port Basis, the responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage even though charges for the whole Carriage have been charged by the Carrier. The Rerchant constitutes the Carrier as agent to enter into contracts on behalf of the Werchant with others for transport, storage, handling or any other carrier as the carrier as the contract of the Werchant with others for transport, storage, handling or any other carrier as the seed without the carrier as the contract with others on any terms whatsoever in the part of the Carrier or others and the Carrier may as such agent enter into contract with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

the terms in this Bill of Lading.

6. DANGEROUS GOODS INDEMNITY

(1) The Merchant shall comply with the rules which are mandatory according to the control of the control o

any.

7. DESCRIPTION OF GOODS AND MERCHANI'S PACKING

(1) The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity, weight and/or volume as furnished by him, and the Merchant shall defend, indemnify and hold harmless the Carrier against all bes, damage and expenses arising or resulting from inaccuracies in against all bes, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Carrier to such obligation from the Merchant shall be left any best of the Carrier of the Carrier to such obligation from the Merchant shall be label for any loss, damage or nipur caused by faulty or insufficient packing of Goods or by faulty loading or packing within containers and trailers and on flats when such loading or packing has been performed by the Merchant or on behalf of the Merchant by a person other than the Carrier, or by defect or unsuitability of the containers, trailers or flats, when supplied by the Merchant, and shall defend, indemnify and hold harmless the Carrier against any additional expenses so caused.

(3) It is agreed that superficial rust, soldation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the Goods and acknowledgement of the receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist.

is not a representation that such conditions of rust, oxidation or the like did not exist on receipt.

(4)(a) The Nerchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container sutified by or on behalf of the Nerchant further undertakes that the Goods have been properly stuffed in the Container and that its themsets that the Goods have been properly stuffed in the Container and that its themsets controls have been properly set by the Merchant before receipt of the Goods by the Carrier. If the said requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods by such non-compliance.

(b) The Carrier shall floot engagement, breakdown, stoppage of the temperature controlling machinery, plant insulation or any apparatus of the Containers, provided that the Carrier shall before or at the beginning of the transport exercise due diligence to maintain the temperature controlled Container in an efficient state.

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8. EXTENT OF LIABILITY

A. (1) The Carrier shall be liable for loss or damage to the Goods occurring between the time when he takes he Goods into his charge and the time of delivery. (2) The Carrier shall, however, he relieved of liability for any loss or damage if such loss or damage was caused by (a) an act or omission of the Merchant, or person other than the Carrier acting on behalf of the Merchant or from whom the Carrier took the Goods in charge: (b) insufficiency or defective condition of the packaging or makes and/or numbers: (b) insufficiency or defective condition of the packaging or makes and/or numbers: (c) insufficiency or defective condition of the packaging or makes and/or numbers: (e) strike, lockout, stopage or restraint of labour, the consequences of which the Carrier could not avoid by the exercise of reasonable diligence: (f) a nuclear incident if the operator of a nuclear installation or a person acting for min is liable for this damage under an applicable International Convention or National law governing liability in respect of nuclear energy: (g) any cause or event which the Carrier could not avoid and the consequences whereof he could not prevent by the exercise of reasonable diligence. (3) the burden of proving that the bos or damage was due for or more of the consequences whereof he could not prevent by the exercise of reasonable diligence. (3) The burden of proving that the bos or damage was due to corrier establishes that, in the circumstances of the case, the loss or damage could be attributed to one more of the causes and events specified in (b) to (a) above, it shall be pressumed that it was so caused. The claimant shall, however, be entitled to prove that the loss or damage was not in fact, caused wholly or partly by one or more of the seasons or events.

nose or vanninger man but, in lade, vanised whonly or party by one of infore of these causes or events.

B. When in accordance with Clause 8 A.(1) the Carrier is liable to pay compensation in respect of loss or damage and the stage of transport where loss or damage occurred is known, the liability of the Carrier in respect of such loss or damage shall be.

be:(1) determined by the provisions contained in any International Convention or National Law, which provisions
(a) cannot be departed from by private contract, to the detriment of the claimant, and

and (b) would have applied if the claimant had made a separate and direct contract with the Carrier in respect of the particular stage of transport where the loss or damage

supplied before or after the Goods are received by the Carrier or delivered to the Merchant.

(3) If a Container has been stuffed by or on behalf of the Merchant.

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(4) the Carrier shall not be liable for loss or damage to the Goods;

(i) caused by the unsustability of the Goods for carriage in Containers;

(iii)caused by the unsustability or defective condition of the Container provided that where the Container has been supplied by or on behalf of the Carrier, this paragraph (iii) shall only spaly if the unsustability or defective condition arose (a) been apparent on reasonable inspection by the Merchant at or prior to the time when the Container was stuffed;

(iv) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.

(B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above except for (A) (iii) (a)

(4) Where the Carrier is instructed to provide a Container, in the absence of a work of the Carriage of the Carrier of any particular type or quality.

written request to the contrary, the Carrier is not under an obligation to provide a Container of any particular type or quality.

10. PARAMOUNT CLAUSE

(1) This Bill of lading insofar as it relates to see carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Velby Rules compulsorily applicable (such as COGSA 1936 to this Bill of Lading and the provision of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA 1936 if this Bill of Lading is subject to U.S. law) shall apply to the carriage of Goods by Inland waterways and reference to carriage by see in such Rules or applicable to require the computer of the Rules or Rules or depleted to the Rules of the Rules of Rules or R

Rules compulsorily applicable to this Bill of Lading in which case this Bill of Lading hall have effect subject to the lamburg Rules which shall multilly any stipulation derogating therefrom to the detriment of the shipper or consignee.

11.LIMITATION AMOUNT

(1) When the Carrier is liable for compensation in respect of loss or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the Consignee in accordance with the contract or should have been so delivered.

(2) The value of the Goods shall be fixed according to the current commodity exchange price, or, if there he no such price, according to the current market price, to the normal value of Goods of the same kind and quality.

(3) Except where otherwise provided in this Bill of Lading, compensation shall not exceed 2. SDR's per kills of the gross weight, or 666.67 SDR's per package or unit, of Goods lost or damaged, whichever shall be the greater. SDR's shall be calculated as at the date when settlement is agreed or judgment made. However, the Carrier shall not judies a provided in the Sill of Lading, compensation shall not exceed 2. SDR's per kills of the same mount greater than the actual loss to Carrier shall not judies and put the state of the carrier shall not judies and carrier shall be the greater. If no repackage or shipping unit limitation as laid down by the process weight, or 666.67 SDR's per package or shipping unit limitation and shall down by the process weight, or 666.67 SDR's per package or shipping u

herein be construed to be a waiver of limitation as to Goods shipped in bulk.

12. DELAY, CONSEQUENTIAL LOSS, FTC.

(1) Arrival times are not quaranteed by the Carrier. If the Carrier is held liable in respect of delay, consequential loss or damage other than loss of or damage to the Goods, the liability of the Carrier shall be limited to two and a half times the freight payable or the goods delayed but not exceeding the total freight payable under whichever is the lesser sum.

(2) If at any time the carriage is or is likely to be affected by any hindrance, risk, clear, difficulty or disadvantage of any kind (including the condition of the Goods, whenescever and wherescever arising (whether or not the carriage has commenced) the Carrier may lace which the Carrier may deem safe and convenient, whereupon the exceeding the condition of the Goods at any place which the Carrier may deem safe and convenient, whereupon the condition of the Goods are considered to the Carrier of the Carrier's rights subsequently to abandon the Carriage under (a) above, continue the carriage. In any event the Carrier shall be entitled to all charges on Goods received for carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

(3) The liability of the Carrier in respect of the Goods shall exceed on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any Government or Authority or any person acting or purporting to act as or to behalf of such Covernment or Authority.

13. DEFENCES The defences and limits of liability provided for in these Conditions shall apply in any actions against the Carrier for loss of or damage or delay to the Goods whether the action be founded in contract or in tort.

ALJABALTY OF OTHER PERSONS

(1) Any person or vessel whatsoever, including but not limited to, the Carrier's servants or agents, any independent contractor or his servants or agents, any independent contractor or his servants or agents, and all others by whom the whole or any part of the contract evidenced by this Bill others by whom the provision of the contract evidenced by this Bill of Lading, whether directly or indirectly, is procured, performed or undertakens, shall have the benefit of all provisions in this Bill of Lading benefiting the Carrier as its chromosome were expressly for his benefit and in entering into this contract. He Carrier to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels shall to this extent be or be deemed to be parties to this contract.

(2) The aggregate of the amounts recoverable from the Carrier and the persons referred to in paragraph (2) of Clause 5 shall in no case exceed the limits provided for in these connections.

15. METHOD AND ROUTE OF TRANSPORTATION (1) The Carrier may at any time, with or without notice to the Herchant, u means of transport or storage whatscever; load or carry the Goods on any whether named on the front hereof or not; stow the Goods, whether contain or not, on or under deck; transfer the Goods from one conveyance to a

FOR PORT TO PORT SUPPLY SUPPLY

16. DELIVERY
If delivery of the Goods or any part thereof is not taken by the Merchant, at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereon, the Carrier shall be entitled to store the Goods or any part thereof at the sole risk of the Merchant, where upon the liability of the Carrier in respect of the Goods or that part thereof store as aforesaid (as the case may be shall wholly cease and the cost of such storage (if paid by or payable by the Carrier or any agent of sub-contractor of the Carrier) shall forthwith upon demand be paid by the Merchant to the Carrier.

17. 80TH-170-BLANE COLLISION

If the vessel on which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object) as a result of the negligence of the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object. We herehant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefron) any vessel or object, or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object, or the owner of, charterer of or person responsible for the non-carrying vessel or object, or the owner of, charterer of or person responsible for the non-carrying vessel or object and set off, recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

18. FREIGHT AND CHARGES

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(1) freight shall be paid in cash without discount and, whether prepayable or (1) freight shall be paid in its considered as carned on receipt of the Goods and not to be returned or refrequished in any event.

(2) Freight and all other amounts mentioned in this Bill of Lading are to be paid in the currency named in the Bill of Lading or, at the carrier's option in the currency of the country of dispatch or destination at the highest rate of exchange for Bankers Sight Bills current for prepayable Freight on the day of dispatch and for Freight payable at destination on the day withdrawal of the delivery order, whichever rate is the Goods there or on the day of withdrawal of the delivery order, whichever rate is the cooks there or on the day of withdrawal of the delivery order, whichever rate is the paid by the Nerchant.

(3) All dues, taxes and charges or other expenses in connection with the Goods shall be paid by the Nerchant shall reimburse the Carrier in proportion to the amount of Freight or any costs for deviation or delay or any other increase of costs of whatever nature caused by war, warfike operations, epidemics, strikes, governments or force regieure.

majeure.

(5) The Merchant warrants the correctness of the declaration of contents, insurance, weight, measurement or value of the Goods but the Carrier reserves the right to have the contents inspected and the weight, measurement and value verified. If on such inspection it is found the declaration is not correct it is agreed that a sum equal either to five times the difference between the correct figure and the freight charged, or to challe the other times the difference between the correct fingular declaration of the charged of the charged whichever sum costs and losses of Freight no other Goods notwithstanding any other sum having been stated on the Bill of Lading as Freight payable.

19. LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

20. GENERAL AVERAGE (1) The Carrier may declar 20. G-NI-RAI. AVLRAGE (J) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1994 at any place at the option of the Carrier and the amended Jason Clause as approved by BINCO is to be considered as incorporate herein and the Merchant shall provide such security as may be required by the Carrier in this connection.

Carrier in this connection carrier in the carrier in this connection.

Carrier I Never part and the which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

Ca) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

21. NOTICE
Unless notice of loss or damage to the Goods and general nature of it be given in writing to the Carrier or the persons referred to in paragraph 2 of Clause 5 at the place of delivery before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereto under this Bill of Lading, or if the lost or damage be not apparent, within seven consecutive days thereafter, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.

22. NON DELIVERY 22. NON DELIVERY If this Bill of lading is issued evidencing the Carriers Contract of Carriage by Combined Transport, failure to effect delivery within 90 days after the expiry of a time limit agreed and expressed herein or, where no time limit is agreed and so expressed, failure to effect delivery within 90 days after the time it would be reasonable to allow for diligent completion of the combined transport operation shall, in the absence of the evidence to the contrary, give to the party entitled to receive delivery, the right to treat the Goods as lost.

23. TIME BAR
The Carrier shall be discharged of all liability under the Terms and Conditions of this Bill of Lading, unless suit is brought within nine months after
(1) the delivery of the Goods, or
(2) the date when the Goods should have been delivered, or
(3) the date when in accordance with Clause 22, failure to deliver the Goods would, in the absence of evidence to the contrary, give to the party entitled to receive delivery, the right to treat the Goods as lost. In the event that such time period shall be found contrary to any Convention or law compulsorily applicable, the period covered by such Convention or law shall then apply but in that circumstance only.

24. VARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier so to waive or vary.

25. PARTIAL INVALIDITY

If any provision in this Bill of Lading is held to be invalid or unenforceable by any
court or regulatory or self regulatory agency or body, such invalidity or
unenforceability shall attach only to such provision. The validity of the remaining
provisions shall not selfacted thereby and this Bill of Lading contract shall be
carried out as if such invalid or unenforceable provision were not contained therein.

26. MODIFIED COMBINED TRANSPORT CLAUSE.

case of a combined transport carriage to or from Australia C I S Countries the Continent of Africa the Hiddle East which, for the purposes of this Bill of Lading only, is expressly

fined as: Afghanistan, Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi

Adjustment, politatini, cypipi, listin, Jordoni, Airwati, Lebinori, Orlani, Quari, Saud-Adjustment, Delicali, Spris, Turkov, Nitaled Ana Dimitates and Vernen Arab Republic.

5. India, Pakistan, Bangladesh and Sri Lanka
6. The Peoples Republic of China the responsibility of the Carrier prior to loading and subsequent to discharge from the vessel at a port of loading or discharge to or form such places, notwithstanding the provisions of 5(2) above will apply in that when the stage of carriage where the loss or damage occurred is known and the Carrier has sub-contracted that stage, the Carrier shall have the full benefit of all rights, limitations and exclusions of liability available to such sub-contractor in the Contract between the Carrier and such sub-contractor and the liability of the Carrier shall not exceed the amount recovered, if any, by the Carrier from such sub-contractor.

Case 1:22-cv-05276-PAE Document 146-21 Filed 03/15/24 Page 4 of 7

Shipper
HUIQIAO INTERNATIONAL (SHANGHAI) CO LTD
ROOM 402, LANE 280 NO. 2
HONG JING RD
SHANGHAI
00000

OCEAN
BILL OF LADING

Sea Waybill Number STSH2012111

Consignee (if 'To Order' so indicate)

CHINA

GMG WHOLESALE INC 3545 FOREST VIEW CIR FORT LAUDERDALE FL 33312 UNITED STATES

UNITED STATES

COPY

Notify Party (No claim shall attach for failure to notify) ANNEMARIE CASTILLO DBA G & C BROKERS 9210 SW 11TH ST MIAMI FL 33174

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annie.castillo@gcbrokersinc.com

Vessel		Port of Loading	Excess Value Declaration:	
COSCO FORTUNE 054E		QINGDAO, CHINA	Refer to Clause 11(4) + (5) o	on reverse side
Port of Discharge	Destination (if on-carriage)	Freight Payable at:	No. of Originals	
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Marks and Numbers	Number and Kind of Packages / Description of Goods		Gross Weight Kgs.	Measurement M3

1 X 40HC CONTAINER STC 3000 Carton(s) NITRILE GLOVES

 Container
 Seals
 Type
 Packages
 Weight
 Volume

 00CU7022928
 00LGGS0070
 40HC
 3000
 CTN
 19180.000
 KG 64.00
 M3

CRN:

INCOTERM: FOB Consol Ref: C00002048

SHIPPED ON BOARD

Shipper Load and Count

64.00 M3

19180.00 KG

Delivery Agent

ANNEMARIE CASTILLO DBA G & C BROKERS

9210 SW 11TH ST MIAMI FL 33174 UNITED STATES

Phone: +17863702965

Place and Date of Issue

CHINA

AS CARRIER

Place of Receipt Place of Delivery

QINGDAO, CHINA NEW YORK, UNITED STATES

LAW AND JURISDICTION CLAUSE

The Contract evidenced by or contained in this Sea Waybill shall be governed by the law in China and any claim or dispute arising hereunder or in connection herewith shall (without prejudice to the Carrier's rights to commence proceedings in any other jurisdiction) be subject to the jurisdiction of the Courts of China.

Total No. of Packages (in words)

Freight Details, Charges, etc.

ONE CONTAINER(S)

Note:

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7. DESCRIPTION OF GOODS AND MERCHANI'S PACKING

(1) The Merchant shall be deemed to have guaranteed to the Carrier the accuracy, at the time the Goods were taken in charge by the Carrier, of the description of the Goods, marks, numbers, quantity, weight and/or volume as furnished by him, and the Merchant shall defend, indemnify and hold harmless the Carrier against all bes, damage and expenses arising or resulting from inaccuracies in against all bes, damage and expenses arising or resulting from inaccuracies in or inadequacy of such particulars. The right of the Carrier to such obligation from the Merchant shall be left any best of the Carrier of the Carrier to such obligation from the Merchant shall be label for any loss, damage or nipur caused by faulty or insufficient packing of Goods or by faulty loading or packing within containers and trailers and on flats when such loading or packing has been performed by the Merchant or on behalf of the Merchant by a person other than the Carrier, or by defect or unsuitability of the containers, trailers or flats, when supplied by the Merchant, and shall defend, indemnify and hold harmless the Carrier against any additional expenses so caused.

(3) It is agreed that superficial rust, soldation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the Goods and acknowledgement of the receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist.

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(4)(a) The Nerchant undertakes not to tender for transportation any Goods which require temperature control without previously giving written notice of their nature and particular temperature range to be maintained and in the case of a temperature controlled Container sutified by or on behalf of the Nerchant further undertakes that the Goods have been properly stuffed in the Container and that its themsets that the Goods have been properly stuffed in the Container and that its themsets controls have been properly set by the Merchant before receipt of the Goods by the Carrier. If the said requirements are not complied with the Carrier shall not be liable for any loss of or damage to the Goods by such non-compliance.

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8. EXTENT OF LIABILITY

A. (1) The Carrier shall be liable for loss or damage to the Goods occurring between the time when he takes he Goods into his charge and the time of delivery. (2) The Carrier shall, however, he relieved of liability for any loss or damage if such loss or damage was caused by (a) an act or omission of the Merchant, or person other than the Carrier acting on behalf of the Merchant or from whom the Carrier took the Goods in charge: (b) insufficiency or defective condition of the packaging or makes and/or numbers: (b) insufficiency or defective condition of the packaging or makes and/or numbers: (c) insufficiency or defective condition of the packaging or makes and/or numbers: (e) strike, lockout, stopage or restraint of labour, the consequences of which the Carrier could not avoid by the exercise of reasonable diligence: (f) a nuclear incident if the operator of a nuclear installation or a person acting for min is liable for this damage under an applicable International Convention or National law governing liability in respect of nuclear energy: (g) any cause or event which the Carrier could not avoid and the consequences whereof he could not prevent by the exercise of reasonable diligence. (3) the burden of proving that the bos or damage was due for or more of the consequences whereof he could not prevent by the exercise of reasonable diligence. (3) The burden of proving that the bos or damage was due to corrier establishes that, in the circumstances of the case, the loss or damage could be attributed to one more of the causes and events specified in (b) to (a) above, it shall be pressumed that it was so caused. The claimant shall, however, be entitled to prove that the loss or damage was not in fact, caused wholly or partly by one or more of the seasons or events.

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(iv) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to seal the Container.

(B) the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by (A) above except for (A) (iii) (a)

(4) Where the Carrier is instructed to provide a Container, in the absence of a work of the Carriage of the Carrier of any particular type or quality.

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10. PARAMOUNT CLAUSE

(1) This Bill of lading insofar as it relates to see carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Velby Rules compulsorily applicable (such as COGSA 1936 to this Bill of Lading and the provision of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA 1936 if this Bill of Lading is subject to U.S. law) shall apply to the carriage of Goods by Inland waterways and reference to carriage by see in such Rules or applicable to require the computer of the Rules or Rules or depleted to the Rules of the Rules of Rules or R

Rules compulsorily applicable to this Bill of Lading in which case this Bill of Lading hall have effect subject to the lamburg Rules which shall multilly any stipulation derogating therefrom to the detriment of the shipper or consignee.

11.LIMITATION AMOUNT

(1) When the Carrier is liable for compensation in respect of loss or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the Consignee in accordance with the contract or should have been so delivered.

(2) The value of the Goods shall be fixed according to the current commodity exchange price, or, if there he no such price, according to the current market price, to the normal value of Goods of the same kind and quality.

(3) Except where otherwise provided in this Bill of Lading, compensation shall not exceed 2. SDR's per kills of the gross weight, or 666.67 SDR's per package or unit, of Goods lost or damaged, whichever shall be the greater. SDR's shall be calculated as at the date when settlement is agreed or judgment made. However, the Carrier shall not judies a provided in the Sill of Lading, compensation shall not exceed 2. SDR's per kills of the same mount greater than the actual loss to Carrier shall not judies and put the state of the carrier shall not judies and carrier shall be the greater. If no repackage or shipping unit limitation as laid down by the process weight, or 666.67 SDR's per package or shipping unit limitation and shall down by the process weight, or 666.67 SDR's per package or shipping u

herein be construed to be a waiver of limitation as to Goods shipped in bulk.

12. DELAY, CONSEQUENTIAL LOSS, FTC.

(1) Arrival times are not quaranteed by the Carrier. If the Carrier is held liable in respect of delay, consequential loss or damage other than loss of or damage to the Goods, the liability of the Carrier shall be limited to two and a half times the freight payable or the goods delayed but not exceeding the total freight payable under whichever is the lesser sum.

(2) If at any time the carriage is or is likely to be affected by any hindrance, risk, clear, difficulty or disadvantage of any kind (including the condition of the Goods, whenescever and wherescever arising (whether or not the carriage has commenced) the Carrier may lace which the Carrier may deem safe and convenient, whereupon the exceeding the condition of the Goods at any place which the Carrier may deem safe and convenient, whereupon the condition of the Goods are considered to the Carrier of the Carrier's rights subsequently to abandon the Carriage under (a) above, continue the carriage. In any event the Carrier shall be entitled to all charges on Goods received for carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

(3) The liability of the Carrier in respect of the Goods shall exceed on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any Government or Authority or any person acting or purporting to act as or to behalf of such Covernment or Authority.

13. DEFENCES The defences and limits of liability provided for in these Conditions shall apply in any actions against the Carrier for loss of or damage or delay to the Goods whether the action be founded in contract or in tort.

ALJABALTY OF OTHER PERSONS

(1) Any person or vessel whatsoever, including but not limited to, the Carrier's servants or agents, any independent contractor or his servants or agents, any independent contractor or his servants or agents, and all others by whom the whole or any part of the contract evidenced by this Bill others by whom the provision of the contract evidenced by this Bill of Lading, whether directly or indirectly, is procured, performed or undertakens, shall have the benefit of all provisions in this Bill of Lading benefiting the Carrier as its chromosome were expressly for his benefit and in entering into this contract. He Carrier to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels shall to this extent be or be deemed to be parties to this contract.

(2) The aggregate of the amounts recoverable from the Carrier and the persons referred to in paragraph (2) of Clause 5 shall in no case exceed the limits provided for in these connections.

15. METHOD AND ROUTE OF TRANSPORTATION (1) The Carrier may at any time, with or without notice to the Herchant, u means of transport or storage whatscever; load or carry the Goods on any whether named on the front hereof or not; stow the Goods, whether contain or not, on or under deck; transfer the Goods from one conveyance to a

FOR PORT TO PORT SUPPLY SUPPLY

16. DELIVERY
If delivery of the Goods or any part thereof is not taken by the Merchant, at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereon, the Carrier shall be entitled to store the Goods or any part thereof at the sole risk of the Merchant, where upon the liability of the Carrier in respect of the Goods or that part thereof store as aforesaid (as the case may be shall wholly cease and the cost of such storage (if paid by or payable by the Carrier or any agent of sub-contractor of the Carrier) shall forthwith upon demand be paid by the Merchant to the Carrier.

17. 80TH-170-BLANE COLLISION

If the vessel on which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object) as a result of the negligence of the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object. We herehant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefron) any vessel or object, or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object, or the owner of, charterer of or person responsible for the non-carrying vessel or object, or the owner of, charterer of or person responsible for the non-carrying vessel or object and set off, recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

18. FREIGHT AND CHARGES

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(1) freight shall be paid in cash without discount and, whether prepayable or (1) freight shall be paid in its considered as carned on receipt of the Goods and not to be returned or refrequished in any event.

(2) Freight and all other amounts mentioned in this Bill of Lading are to be paid in the currency named in the Bill of Lading or, at the carrier's option in the currency of the country of dispatch or destination at the highest rate of exchange for Bankers Sight Bills current for prepayable Freight on the day of dispatch and for Freight payable at destination on the day withdrawal of the delivery order, whichever rate is the Goods there or on the day of withdrawal of the delivery order, whichever rate is the cooks there or on the day of withdrawal of the delivery order, whichever rate is the paid by the Nerchant.

(3) All dues, taxes and charges or other expenses in connection with the Goods shall be paid by the Nerchant shall reimburse the Carrier in proportion to the amount of Freight or any costs for deviation or delay or any other increase of costs of whatever nature caused by war, warfike operations, epidemics, strikes, governments or force regieure.

majeure.

(5) the Merchant warrants the correctness of the declaration of contents, insurance, weight, measurement or value of the Goods but the Carrier reserves the right to have the contents inspected and the weight, measurement and value verified. If on such inspection it is found the declaration is not correct it is agreed that a sum equal either to five times the difference between the correct figure and the Freight charged, or to double the correct freight best than freight charged whichever sum costs and losses of Freight to other Goods notworkstanding any other sum having been stated on the Bill of Lading as Freight payable.

19. LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

20. GENERAL AVERAGE (1) The Carrier may declar 20. G-NI-RAI. AVLRAGE (J) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1994 at any place at the option of the Carrier and the amended Jason Clause as approved by BINCO is to be considered as incorporate herein and the Merchant shall provide such security as may be required by the Carrier in this connection.

Carrier in this connection.

(2) blowthetaniquing (1) above, the Merchant shall defend, indemnify, and hold harmless the Carrier in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

(3) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

21. NOTICE
Unless notice of loss or damage to the Goods and general nature of it be given in writing to the Carrier or the persons referred to in paragraph 2 of Clause 5 at the place of delivery before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereto under this Bill of Lading, or if the lost or damage be not apparent, within seven consecutive days thereafter, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.

22. NON DELIVERY 22. NON DELIVERY If this Bill of lading is issued evidencing the Carriers Contract of Carriage by Combined Transport, failure to effect delivery within 90 days after the expiry of a time limit agreed and expressed herein or, where no time limit is agreed and so expressed, failure to effect delivery within 90 days after the time it would be reasonable to allow for diligent completion of the combined transport operation shall, in the absence of the evidence to the contrary, give to the party entitled to receive delivery, the right to treat the Goods as lost.

23. TIME BAR
The Carrier shall be discharged of all liability under the Terms and Conditions of this Bill of Lading, unless suit is brought within nine months after
(1) the delivery of the Goods, or
(2) the date when the Goods should have been delivered, or
(3) the date when in accordance with Clause 22, failure to deliver the Goods would, in the absence of evidence to the contrary, give to the party entitled to receive delivery, the right to treat the Goods as lost. In the event that such time period shall be found contrary to any Convention or law compulsorily applicable, the period covered by such Convention or law shall then apply but in that circumstance only.

24. VARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier so to waive or vary.

25. PARTIAL INVALIDITY

If any provision in this Bill of Lading is held to be invalid or unenforceable by any
court or regulatory or self regulatory agency or body, such invalidity or
unenforceability shall attach only to such provision. The validity of the remaining
provisions shall not selfacted thereby and this Bill of Lading contract shall be
carried out as if such invalid or unenforceable provision were not contained therein.

26. MODIFIED COMBINED TRANSPORT CLAUSE.

case of a combined transport carriage to or from Australia C I S Countries the Continent of Africa the Hiddle East which, for the purposes of this Bill of Lading only, is expressly

fined as: Afghanistan, Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi

Adjustment, politicalin, Cypipi, Irati, Jordoni, Aiwati, Lebinori, Orlani, Quari, Saud-Adjustment, Delicalin, Cypipi, Irati, Jordoni, Aiwati, Lebinori, Orlani, Quari, Saud-Adjustment, Saria, Janaba, Saria, Lanka
5. India, Pakkistan, Bangladesh and Sri Lanka
6. The Peoples Republic of China the responsibility of the Carrier prior to loading and subsequent to discharge from the vessel at a port of loading or discharge to or form such places, notwithstanding the provisions of 5(2) above will apply in that when the stage of carriage where the loss or damage occurred is known and the Carrier has sub-contracted that stage, the Carrier shall have the full benefit of all rights, limitations and exclusions of liability available to such sub-contractor in the Corrier and such sub-contractor and the liability of the Carrier shall not exceed the amount recovered, if any, by the Carrier from such sub-contractor.

Shipper
HUIQIAO INTERNATIONAL (SHANGHAI) CO LTD
ROOM 402, LANE 280 NO. 2
HONG JING RD
SHANGHAI
00000

OCEAN
BILL OF LADING

Sea Waybill Number STSH2012206

Consignee (if 'To Order' so indicate)

GMG WHOLESALE INC 3545 FOREST VIEW CIR FORT LAUDERDALE FL 33312 UNITED STATES COPY

Notify Party (No claim shall attach for failure to notify) ANNEMARIE CASTILLO DBA G & C BROKERS 9210 SW 11TH ST

9210 SW 11TH ST MIAMI FL 33174 UNITED STATES

CHINA

annie.castillo@gcbrokersinc.com

Received by the Carrier, the Goods as specified below in apparent good order and condition unless otherwise stated, to be transported to such place as agreed, authorised or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading to which the Merchant agrees by accepting this Bill of Lading, any local privileges and customs notwithstanding.

The particulars given below as stated by the shipper and the weight, measure, quantity, condition,

The particulars given below as stated by the shipper and the weight, measure, quantity, condition, contents and value of the Goods are unknown to the Carrier. In WITNESS whereof one (1) original Bill of Lading has been signed if not otherwise stated below, the same being accomplished the other(s), if any to be void, if required by the Carrier. One (1) original Bill of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order.

Vessel		Port of Loading	Excess Value Declaration:
COSCO FORTUNE 054E		QINGDAO, CHINA	Refer to Clause 11(4) + (5) on reverse side
Port of Discharge	Destination (if on-carriage)	Freight Payable at:	No. of Originals
NEW YORK, UNITED STATES	NEW YORK, UNITED STATES	NEW YORK, UNITED STATES	3 (THREE)
Marks and Numbers	Number and Kind of Packages / Description of Goods		Gross Weight Measurement Kgs. M3

1 X 40HC CONTAINER STC 3000 Carton(s) NITRILE GLOVES

ContainerSealsTypePackagesEGSU9166811EMCMFK742040HC3000 CTN

Weight Volume 17400.000 KG 72.00 M3

72.00 M3

17400.00 KG

CRN:

INCOTERM: FOB Consol Ref: C00002046

SHIPPED ON BOARD

Shipper Load and Count

Delivery Agent

ANNEMARIE CASTILLO DBA G & C BROKERS 9210 SW 11TH ST

MIAMI FL 33174 UNITED STATES

Phone: +17863702965

Place and Date of Issue

CHINA

AS CARRIER

Place of Receipt Place of Delivery

QINGDAO, CHINA NEW YORK, UNITED STATES

LAW AND JURISDICTION CLAUSE

The Contract evidenced by or contained in this Sea Waybill shall be governed by the law in China and any claim or dispute arising hereunder or in connection herewith shall (without prejudice to the Carrier's rights to commence proceedings in any other jurisdiction) be subject to the jurisdiction of the Courts of China.

Total No. of Packages (in words)

Freight Details, Charges, etc.

ONE CONTAINER(S)

Note:

The Merchant's attention is called to the fact that according to Clauses 10, 11 and 12 of this Sea Waybill, the liability of the Carrier is, in most cases, limited in the respect of loss of or damage to the goods and delay.

1992.
"COGSA 1936" means the Carriage of Goods by Sea Act of the United States of America approved on 16th April 1936.
"COGWA 1993" means the Carriage of Goods by Water Act of Canada dated May 6th 1992.

1993.
"SDR'S" means Special Drawing Rights as defined by the International Monetary

Fund.
"Container" includes any type of Container, Trailer, Flat or Unit Load Device.
"Person" includes an individual, a firm and a body corporate.
CONDITIONS

CONDITIONS

1. APPLICABILITY

The provisions set out and referred to in this document shall apply if the transport as described on the face of the Bill of Lading is Port to Port or Combined Transport.

2. CARRIEN'S TARIFF
The provisions of the Carrier's applicable Tariff, if any, are incorporated herein. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the Tariff has been filed. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

3. WARRANTY The Merchant wa

3. WARRANTY The Merchant warrants that in agreeing to the terms hereof he is the agent of and has the authority of the person owning or entitled to the possession of the Goods or any person who has a present or future interest in the Goods.

4. NECOTIABILITY AND TITLE TO THE GOODS

(1) This Rill of Leting shall be non-negotiable unless made "to order" in which event it shall be negotiable and shall constitute title to the Goods and the holder shall be entitled to receive or to transfer the Goods herein described.

(2) This Rill of Lading shall be prima facie evidence of the taking in charge by the Carrier of the Goods as herein described. However, proof to the contrary shall not be admissible when this Rill of Lading has been negotiated or transferred for valuable consideration to a third party acting in good faith.

5. ISSUANCE OF THIS BILL OF LADING
By issuance of this Bill of Lading the Carrier assumes liability as set out in these

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makes use for the performance of the Contract evidenced by this Bill of Lading, but see clause 26 below.

(3) When issued on a Port to Port Basis, the responsibility of the Carrier is limited to that part of the Carriage from and during loading onto the vessel up to and during discharge from the vessel and the Carrier shall not be liable for any loss or damage whatsoever in respect of the Goods or for any other matter arising during any other part of the Carriage even though charges for the whole Carriage have been charged by the Carrier. The Rerchant constitutes the Carrier as agent to enter into contracts on behalf of the Werchant with others for transport, storage, handling or any other carrier as the carrier as the contract of the Werchant with others for transport, storage, handling or any other carrier as the seed without the carrier as the contract with others on any terms whatsoever in the part of the Carrier or others and the Carrier may as such agent enter into contract with others on any terms whatsoever including terms less favourable than the terms in this Bill of Lading.

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(3) It is agreed that superficial rust, soldation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the Goods and acknowledgement of the receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, oxidation or the like did not exist.

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10. PARAMOUNT CLAUSE

(1) This Bill of lading insofar as it relates to see carriage by any vessel whether named herein or not shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Velby Rules compulsorily applicable (such as COGSA 1936 to this Bill of Lading and the provision of the Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules or applicable legislation shall be deemed incorporated herein. The Hague Rules (or COGSA 1936 if this Bill of Lading is subject to U.S. law) shall apply to the carriage of Goods by Inland waterways and reference to carriage by see in such Rules or applicable to require the computer of the Rules or Rules or depleted to the Rules of the Rules of Rules or R

Rules compulsorily applicable to this Bill of Lading in which case this Bill of Lading hall have effect subject to the lamburg Rules which shall multilly any stipulation derogating therefrom to the detriment of the shipper or consignee.

11.LIMITATION AMOUNT

(1) When the Carrier is liable for compensation in respect of loss or damage to the Goods, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered to the Consignee in accordance with the contract or should have been so delivered.

(2) The value of the Goods shall be fixed according to the current commodity exchange price, or, if there he no such price, according to the current market price, to the normal value of Goods of the same kind and quality.

(3) Except where otherwise provided in this Bill of Lading, compensation shall not exceed 2. SDR's per kills of the gross weight, or 666.67 SDR's per package or unit, of Goods lost or damaged, whichever shall be the greater. SDR's shall be calculated as at the date when settlement is agreed or judgment made. However, the Carrier shall not judies a provided in the Sill of Lading, compensation shall not exceed 2. SDR's per kills of the same mount greater than the actual loss to Carrier shall not judies and put the state of the carrier shall not judies and carrier shall be the greater. If no repackage or shipping unit limitation as laid down by the process weight, or 666.67 SDR's per package or shipping unit limitation and shall down by the process weight, or 666.67 SDR's per package or shipping u

herein be construed to be a waiver of limitation as to Goods shipped in bulk.

12. DELAY, CONSEQUENTIAL LOSS, FTC.

(1) Arrival times are not quaranteed by the Carrier. If the Carrier is held liable in respect of delay, consequential loss or damage other than loss of or damage to the Goods, the liability of the Carrier shall be limited to two and a half times the freight payable or the goods delayed but not exceeding the total freight payable under whichever is the lesser sum.

(2) If at any time the carriage is or is likely to be affected by any hindrance, risk, clear, difficulty or disadvantage of any kind (including the condition of the Goods, whenescever and wherescever arising (whether or not the carriage has commenced) the Carrier may lace which the Carrier may deem safe and convenient, whereupon the exceeding the condition of the Goods at any place which the Carrier may deem safe and convenient, whereupon the condition of the Goods are considered to the Carrier of the Carrier's rights subsequently to abandon the Carriage under (a) above, continue the carriage. In any event the Carrier shall be entitled to all charges on Goods received for carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

(3) The liability of the Carrier in respect of the Goods shall exceed on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any Government or Authority or any person acting or purporting to act as or to behalf of such Covernment or Authority.

13. DEFENCES The defences and limits of liability provided for in these Conditions shall apply in any actions against the Carrier for loss of or damage or delay to the Goods whether the action be founded in contract or in tort.

ALJABALTY OF OTHER PERSONS

(1) Any person or vessel whatsoever, including but not limited to, the Carrier's servants or agents, any independent contractor or his servants or agents, any independent contractor or his servants or agents, and all others by whom the whole or any part of the contract evidenced by this Bill others by whom the provision of the contract evidenced by this Bill of Lading, whether directly or indirectly, is procured, performed or undertakens, shall have the benefit of all provisions in this Bill of Lading benefiting the Carrier as its chromosome were expressly for his benefit and in entering into this contract. He Carrier to the extent of these provisions, does so not only on his own behalf but also as agent or trustee for such persons and vessels shall to this extent be or be deemed to be parties to this contract.

(2) The aggregate of the amounts recoverable from the Carrier and the persons referred to in paragraph (2) of Clause 5 shall in no case exceed the limits provided for in these connections.

15. METHOD AND ROUTE OF TRANSPORTATION (1) The Carrier may at any time, with or without notice to the Herchant, u means of transport or storage whatscever; load or carry the Goods on any whether named on the front hereof or not; stow the Goods, whether contain or not, on or under deck; transfer the Goods from one conveyance to a

FOR PORT TO PORT SUPPLY SUPPLY

16. DELIVERY
If delivery of the Goods or any part thereof is not taken by the Merchant, at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery thereon, the Carrier shall be entitled to store the Goods or any part thereof at the sole risk of the Merchant, where upon the liability of the Carrier in respect of the Goods or that part thereof store as aforesaid (as the case may be shall wholly cease and the cost of such storage (if paid by or payable by the Carrier or any agent of sub-contractor of the Carrier) shall forthwith upon demand be paid by the Merchant to the Carrier.

17. 80TH-170-BLANE COLLISION

If the vessel on which the Goods are carried (the carrying vessel) comes into collision with any other vessel or object (the non-carrying vessel or object) as a result of the negligence of the non-carrying vessel or object or the owner of, charterer of or person responsible for the non-carrying vessel or object. We herehant undertakes to defend, indemnify and hold harmless the Carrier against all claims by or liability to (and any expense arising therefron) any vessel or object, or damage to, or any claim whatsoever of the Merchant paid or payable to the Merchant by the non-carrying vessel or object, or the owner of, charterer of or person responsible for the non-carrying vessel or object, or the owner of, charterer of or person responsible for the non-carrying vessel or object and set off, recouped or recovered by such vessel, object or person(s) against the Carrier, the carrying vessel or her owners or charterers.

18. FREIGHT AND CHARGES

18. FREIGHT AND CHARGES

(1) freight shall be paid in cash without discount and, whether prepayable or (1) freight shall be paid in its considered as carned on receipt of the Goods and not to be returned or refrequished in any event.

(2) Freight and all other amounts mentioned in this Bill of Lading are to be paid in the currency named in the Bill of Lading or, at the carrier's option in the currency of the country of dispatch or destination at the highest rate of exchange for Bankers Sight Bills current for prepayable Freight on the day of dispatch and for Freight payable at destination on the day withdrawal of the delivery order, whichever rate is the Goods there or on the day of withdrawal of the delivery order, whichever rate is the cooks there or on the day of withdrawal of the delivery order, whichever rate is the paid by the Nerchant.

(3) All dues, taxes and charges or other expenses in connection with the Goods shall be paid by the Nerchant shall reimburse the Carrier in proportion to the amount of Freight or any costs for deviation or delay or any other increase of costs of whatever nature caused by war, warfike operations, epidemics, strikes, governments or force regieure.

majeure.

(5) The Merchant warrants the correctness of the declaration of contents, insurance, weight, measurement or value of the Goods but the Carrier reserves the right to have the contents inspected and the weight, measurement and value verified. If on such inspection it is found the declaration is not correct it is agreed that a sum equal either to five times the difference between the correct figure and the freight charged, or to challe the other times the difference between the correct fingular declaration of the charged of the charged whichever sum costs and losses of Freight no other Goods notwithstanding any other sum having been stated on the Bill of Lading as Freight payable.

19. LIEN
The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatsoever due at any time to the Carrier from the Merchant and for General Average contributions to whomsoever due and for the costs of recovering the same and the Carrier shall have the right to sell the Goods and documents by public auction or private treaty, without notice to the Merchant and at the Merchant's expense and without any liability towards the Merchant.

20. GENERAL AVERAGE (1) The Carrier may declar 20. G-NI-RAI. AVLRAGE (J) The Carrier may declare General Average which shall be adjustable according to the York/Antwerp Rules of 1994 at any place at the option of the Carrier and the amended Jason Clause as approved by BINCO is to be considered as incorporate herein and the Merchant shall provide such security as may be required by the Carrier in this connection.

Carrier in this connection carrier in the carrier in this connection.

Carrier I Never part and the which may be made on the Carrier and shall provide such security as may be required by the Carrier in this connection.

Ca) The Carrier shall be under no obligation to take any steps whatsoever to collect security for General Average contributions due to the Merchant.

21. NOTICE
Unless notice of loss or damage to the Goods and general nature of it be given in writing to the Carrier or the persons referred to in paragraph 2 of Clause 5 at the place of delivery before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereto under this Bill of Lading, or if the lost or damage be not apparent, within seven consecutive days thereafter, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading.

22. NON DELIVERY

22. NON DELIVERY If this Bill of lading is issued evidencing the Carriers Contract of Carriage by Combined Transport, failure to effect delivery within 90 days after the expiry of a time limit agreed and expressed herein or, where no time limit is agreed and so expressed, failure to effect delivery within 90 days after the time it would be reasonable to allow for diligent completion of the combined transport operation shall, in the absence of the evidence to the contrary, give to the party entitled to receive delivery, the right to treat the Goods as lost.

23. TIME BAR
The Carrier shall be discharged of all liability under the Terms and Conditions of this Bill of Lading, unless suit is brought within nine months after
(1) the delivery of the Goods, or
(2) the date when the Goods should have been delivered, or
(3) the date when in accordance with Clause 22, failure to deliver the Goods would, in the absence of evidence to the contrary, give to the party entitled to receive delivery, the right to treat the Goods as lost. In the event that such time period shall be found contrary to any Convention or law compulsorily applicable, the period covered by such Convention or law shall then apply but in that circumstance only.

24. VARIATION OF THE CONTRACT
No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorised or ratified in writing by a director or officer of the Carrier who has the actual authority of the Carrier so to waive or vary.

25. PARTIAL INVALIDITY

If any provision in this Bill of Lading is held to be invalid or unenforceable by any
court or regulatory or self regulatory agency or body, such invalidity or
unenforceability shall attach only to such provision. The validity of the remaining
provisions shall not selfacted thereby and this Bill of Lading contract shall be
carried out as if such invalid or unenforceable provision were not contained therein.

26. MODIFIED COMBINED TRANSPORT CLAUSE.

case of a combined transport carriage to or from Australia C I S Countries the Continent of Africa the Hiddle East which, for the purposes of this Bill of Lading only, is expressly fined as: Afghanistan, Bahrain, Egypt, Iran, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi

Adjustment, politicalin, Cypipi, Irati, Jordoni, Aiwati, Lebinori, Orlani, Quari, Saud-Adjustment, Delicalin, Cypipi, Irati, Jordoni, Aiwati, Lebinori, Orlani, Quari, Saud-Adjustment, Saria, Janaba, Saria, Lanka
5. India, Pakkistan, Bangladesh and Sri Lanka
6. The Peoples Republic of China the responsibility of the Carrier prior to loading and subsequent to discharge from the vessel at a port of loading or discharge to or form such places, notwithstanding the provisions of 5(2) above will apply in that when the stage of carriage where the loss or damage occurred is known and the Carrier has sub-contracted that stage, the Carrier shall have the full benefit of all rights, limitations and exclusions of liability available to such sub-contractor in the Corrier and such sub-contractor and the liability of the Carrier shall not exceed the amount recovered, if any, by the Carrier from such sub-contractor.